



“In 2005, the standing of the SCAG region among the nine largest metropolitan regions remained essentially the same as in 2000 with respect to the basic socioeconomic well-being.”



METROPOLITAN REGIONS

In order to fully assess the progress of Southern California, it is useful to compare the performance of the SCAG region with other large metropolitan regions in the nation. Currently, there are nine metropolitan regions in the nation with more than 5 million residents (Figure 82). They are also designated by the U.S. Census Bureau as Combined Statistical Areas (CSAs).¹ Four are located in the Northeast (New York, Washington, DC, Philadelphia and Boston), two in the Midwest (Chicago and Detroit), one in the South (Dallas) and two in the West (SCAG region and San Francisco Bay Area). In 2005, only two had population exceeding 10 million, the New York region (21.9 million) and the SCAG region (17.8 million). Total population in the nine largest

metropolitan regions exceeded 90 million in 2005, about a third of the nation's population.

Socio-Economic Indicators

Population Growth

Between 2000 and 2005, among the nine largest metropolitan regions, the SCAG region achieved the largest population increase of approximately 1.3 million people. Southern California also experienced the 2nd highest growth rate (7.7 percent) following Dallas (12.5 percent).



Figure 82

Population by Metropolitan Region (Thousands)

Rank	Metropolitan Region Name	Population		Population Increase	
		2000	2005	2000 - 2005 Number	% Change
1	New York-Newark-Bridgeport, NY-NJ-CT-PA CSA	21,361.8	21,903.6	541.8	2.5%
2	SCAG Region*	16,516.0	17,785.4	1,269.4	7.7%
3	Chicago-Naperville-Michigan City, IL-IN-WI CSA	9,312.3	9,661.8	349.6	3.8%
4	Washington-Baltimore-Northern Virginia, DC-MD-VA-WV CSA	7,572.6	8,125.7	553.0	7.3%
5	San Francisco-Oakland-San Jose, CA CSA	7,092.6	7,168.2	75.6	1.1%
6	Philadelphia-Camden-Vineland, PA-NJ-DE-MD CSA	6,207.2	6,372.8	165.6	2.7%
7	Boston-Worcester-Manchester, MA-NH CSA	7,298.7	7,427.3	128.6	1.8%
8	Dallas-Fort Worth, TX CSA	5,488.0	6,171.3	683.3	12.5%
9	Detroit-Warren-Flint, MI CSA	5,357.5	5,428.0	70.5	1.3%
TOTAL		86,206.7	90,044.2	3,837.4	4.5%

* The SCAG region includes Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura counties.

With the exception of Imperial, the other five counties belong to the Los Angeles-Riverside-Orange Combined Statistical Area (CSA).

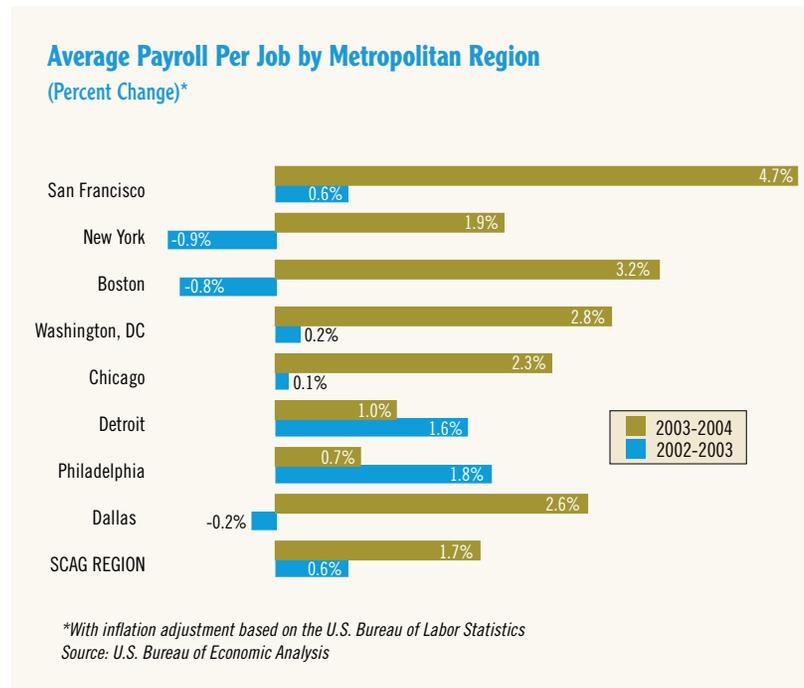
Source: U.S. Census Bureau, 2000 Census and July 1, 2005 population estimates

Average Payroll Per Job

In 2004 (the most current official data available at the regional level), the average payroll per job in the region increased by 1.7 percent from the previous year after adjusting for inflation, following a modest improvement of 0.6

percent in 2003.² Between 2003 and 2004, each of the nine largest metropolitan regions achieved increases in their average payrolls per job in contrast to the previous period during which three regions suffered losses. The rate of increase in the SCAG region (1.7 percent) was slightly below the average of the nine largest metropolitan regions at 2.3 percent. The San Francisco Bay Area achieved the largest increase of 4.7 percent between 2003 and 2004, rebounding from a sharp decline of equal magnitude just two years ago.

Figure 83



The SCAG region in 2004 ranked last among the nine largest metropolitan regions in average payroll per job at \$42,874. The San Francisco Bay Area continued to have the highest average payroll per job at \$56,130 followed by New York. It is interesting to note that the nine regions fall into three tiers as to their average payrolls per job. The first tier includes the San Francisco Bay Area and New York regions with average payrolls per job above \$53,000. The second tier includes Boston and Washington, DC regions with average payrolls per job just above \$49,000. The third tier includes Chicago, Detroit, Philadelphia, Dallas and the SCAG region with average payrolls per job generally between \$43,000 and \$45,000.



Figure 84

Average Payroll Per Job by Metropolitan Region, 2004



Source: U.S. Bureau of Economic Analysis

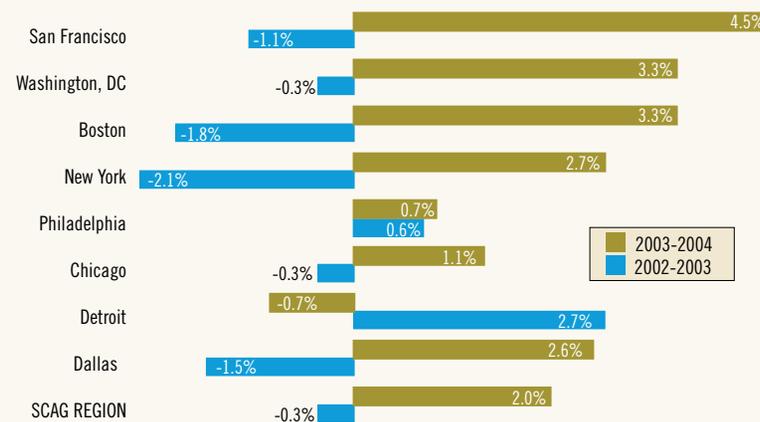
Income

In 2004 (the most current official data available at the regional level), the region's real personal income per capita of \$33,165 was a 2 percent increase from the 2003 level. This represented the first gain after two consecutive years of losses in real per capita income. Between 2003 and 2004, each of the nine largest metropolitan regions in the nation (except Detroit) experienced a significant recovery of their per capita income. Notably, the San Francisco Bay

Area achieved an increase of 4.5 percent in its per capita income, rebounding from a 1.1-percent loss in the previous year. The SCAG region performed about the same as the average of the nine largest metropolitan regions in the nation. Data on per capita personal income in 2005 are still not available and are scheduled to be released in May 2007 by the U.S. Bureau of Economic Analysis. However, the SCAG region's per capita income is estimated to increase by approximately 1 percent or less from its 2004 level.

Figure 85

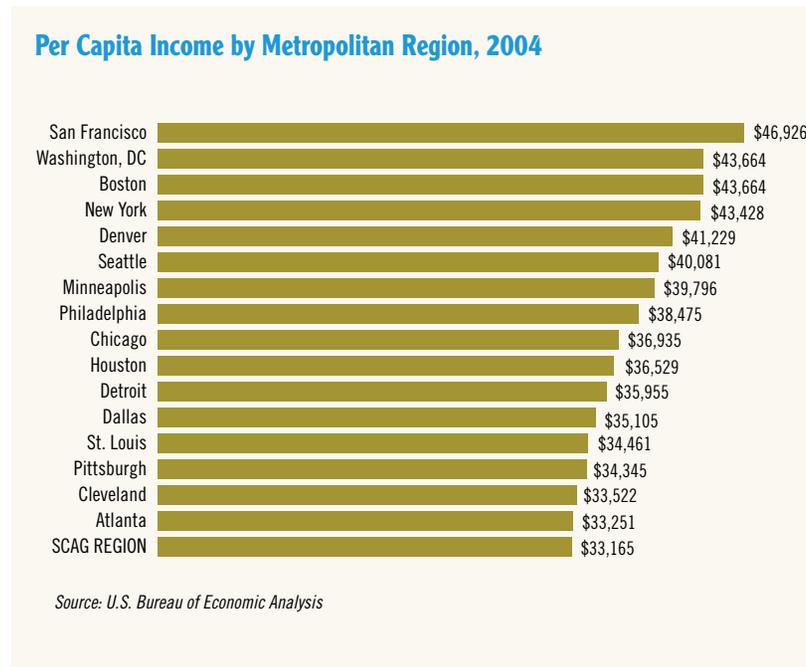
Per Capita Personal Income by Metropolitan Region (Percent Change)*



*With inflation adjustment based on the U.S. Bureau of Labor Statistics
Source: U.S. Bureau of Economic Analysis

Among the 17 largest metropolitan regions in the nation, the SCAG region continued to rank last in terms of per capita income in 2004 and is estimated to remain there in 2005. Over the past three decades, the SCAG region's per capita income ranking dropped from the 4th highest in 1970 to 7th in 1990, and 16th in 2000.

Figure 86



Between 2000 and 2004, the SCAG region performed at a better level in its growth of total personal income than the per capita personal income.

During this period, SCAG region's share of the total personal income in the nation increased by 0.22 percent, followed by the Washington DC region (0.21 percent). Among the nine largest metropolitan regions in the nation, all the other seven experienced declining shares during the four year period. The San Francisco Bay Area suffered the worse performance with a sharp decrease of almost 0.53 percent in its share, while New York region experienced declines of 0.38 percent. However, during the 1990s, the SCAG region suffered the largest loss in its national share of 0.76 percent while the San Francisco Bay Area achieved the largest gain of 0.62 percent.



Figure 87

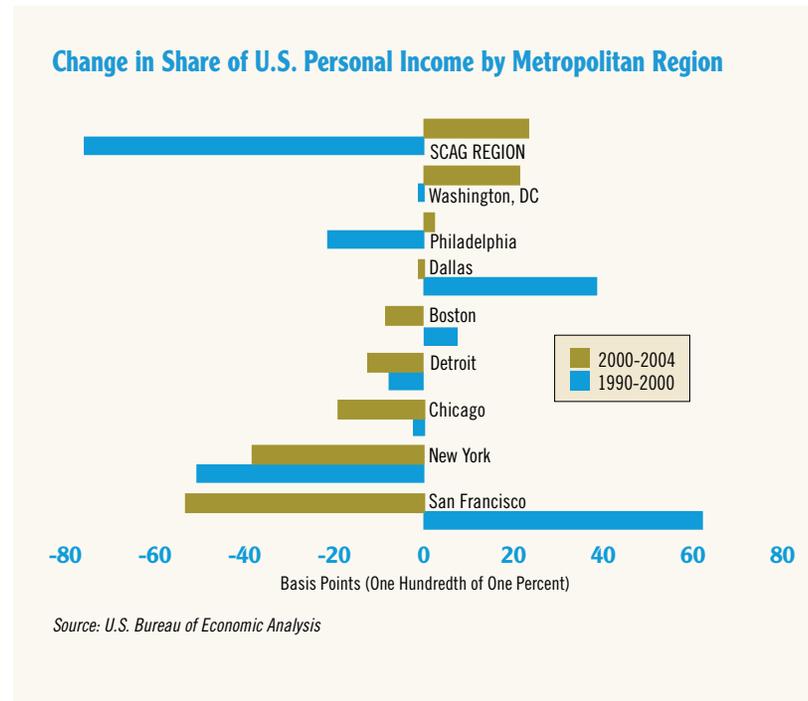
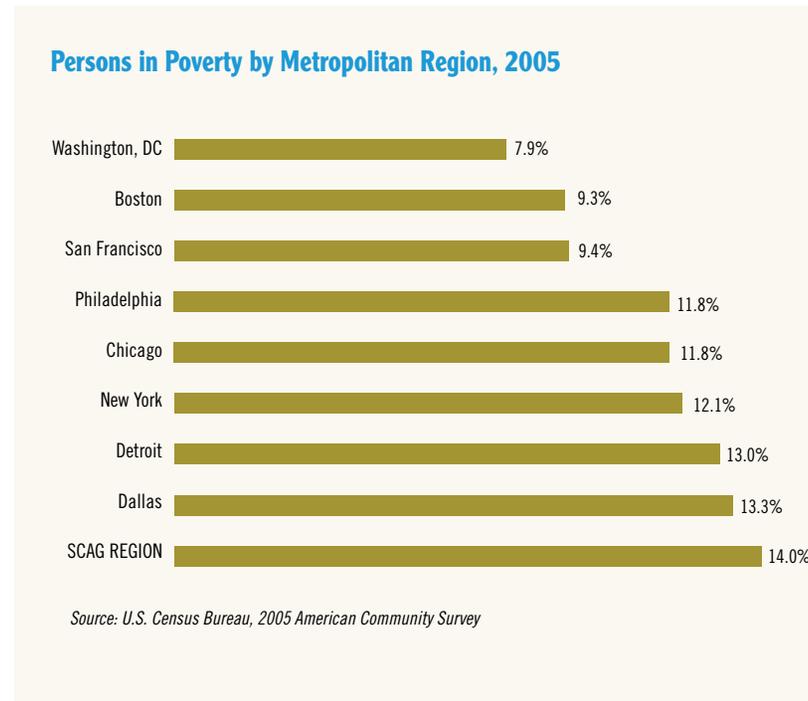


Figure 88



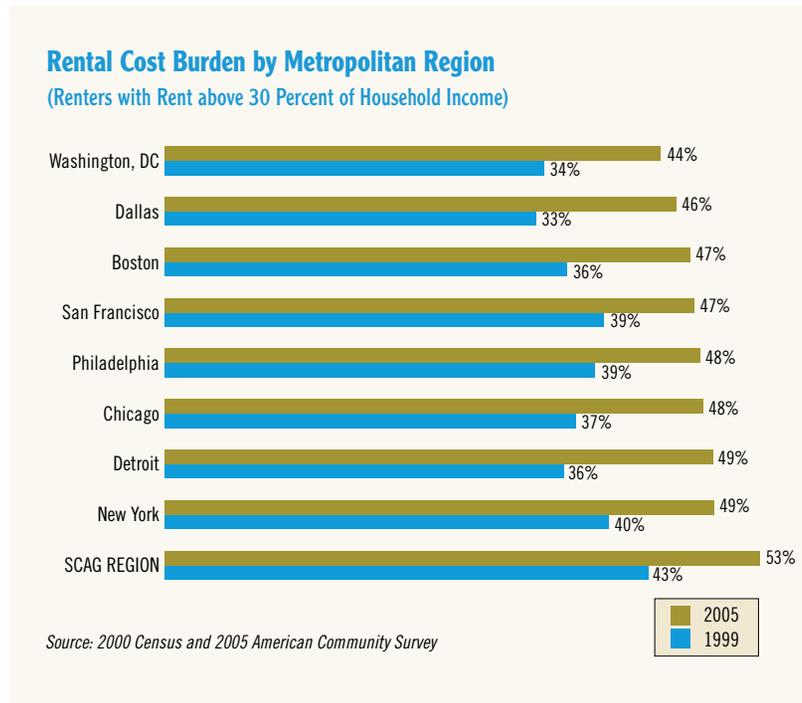
Poverty

In 2005, the SCAG region continued to have the highest poverty rate (14 percent) for all people among the nine largest metropolitan regions in the nation followed by the Dallas region (13.3 percent), while the Washington DC region achieved the lowest poverty rate of only 7.9 percent.

Housing

Among the nine largest metropolitan regions in the nation, the SCAG region continued to have the highest percentage (53 percent) of rental households with monthly rent at or greater than 30 percent of household income. Following the SCAG region was the New York region, with 49 percent of renters spending 30 percent or more of their incomes on rent.

Figure 89

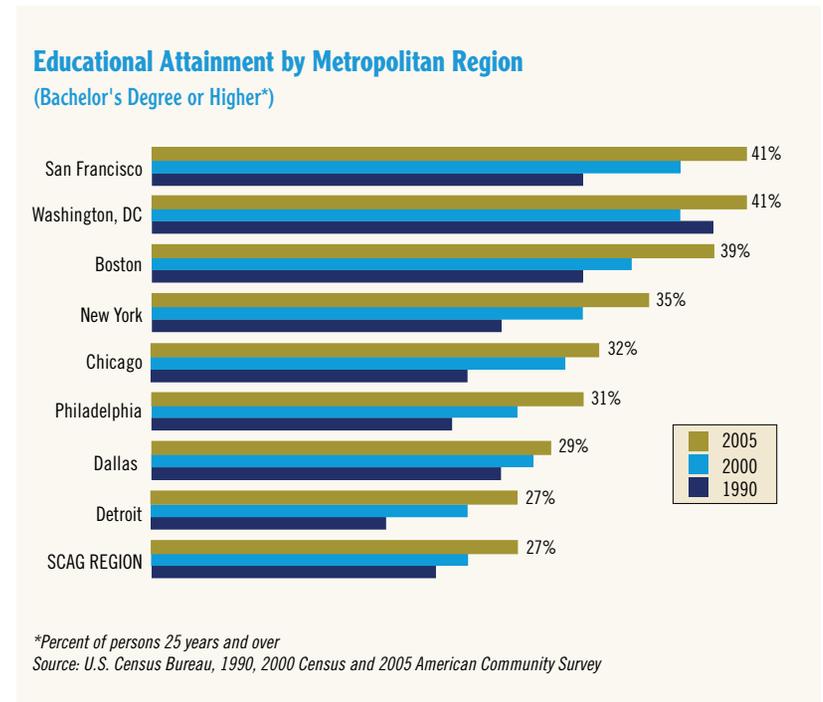


Education

Between 2000 and 2005, there were noticeable improvements in educational attainment in the region consistent with the national trends. During this period, the percentage of adults with at least a high school degree increased from 74 to 77 percent while the percentage of adults with at least a bachelor's

degree increased from 25 to 27 percent. Nevertheless, among the nine largest metropolitan regions, the SCAG region remained in last place in the percentage of adults (77 percent) with at least a high school diploma, and for at least a Bachelor's degree (27 percent). San Francisco Bay Area had the highest percentage of adults with least a Bachelor's degree (41 percent).

Figure 90

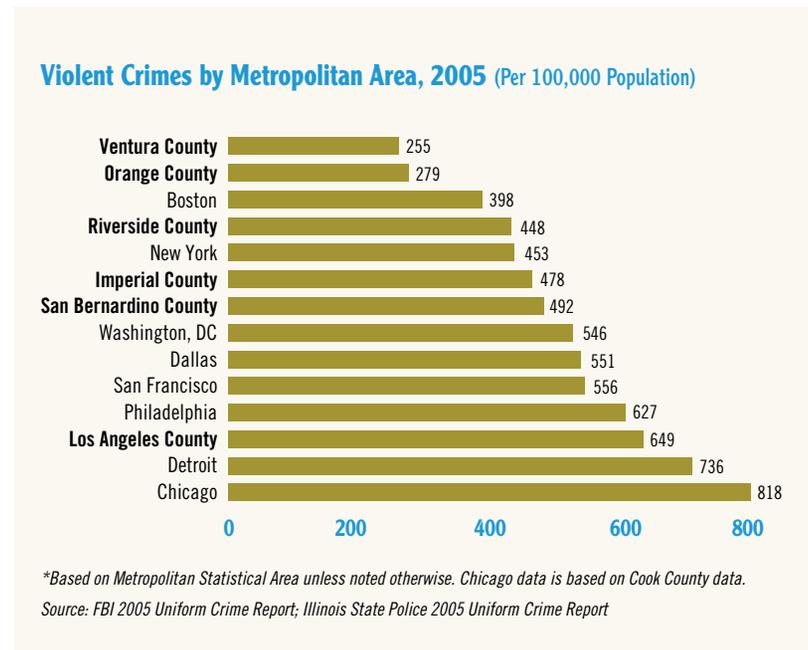




Crime

Violent crime rates in Los Angeles County, though reduced by a half since 1990, were the third highest in large metropolitan areas in the nation following Chicago and Detroit. Orange and Ventura Counties had the lowest violent crime rates among the large metropolitan areas.

Figure 91



Transportation

Carpool Share of Commuting

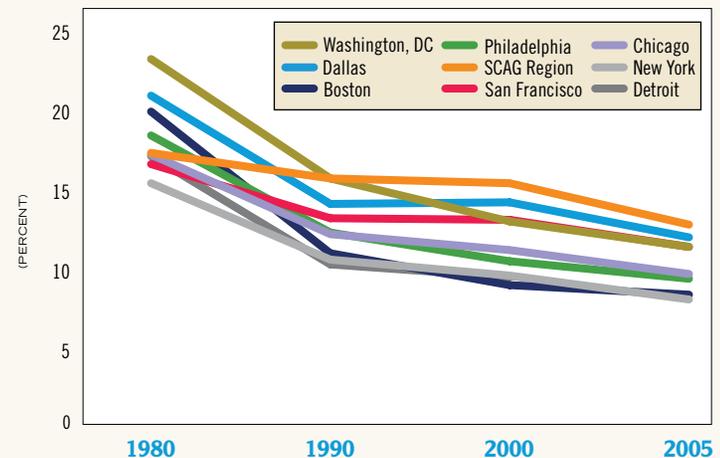
Since 1980, carpool shares of commuting have generally been declining across the nine largest metropolitan regions in the nation (except between 2004 and 2005). The SCAG region has maintained the highest carpool share since 1990. In 2005, the SCAG region maintained the most extensive High-Occupancy Vehicle Lane (HOV) system, accounting for more than 20 percent of the total HOV lane miles in the nation. Between 1980 and 2005, the SCAG region experienced the smallest losses (4.5 percentage points) in carpool share of commuting while the other eight largest regions experienced an average loss of almost 9 percentage points.

Highway Congestion

In 2003, people traveling on the roadways in Los Angeles /Orange counties experienced a total of 93 hours of delay per person, the highest among the metropolitan areas in the nation.³ Nevertheless, between 1993 and 2003, the congestion level stayed almost unchanged in Los Angeles/Orange counties while increasing significantly in other large metropolitan areas. In the Inland Empire, travelers experienced a total of 55 hours of delay per person in 2003, the ninth highest among the metropolitan areas in the nation.

Figure 92

Carpool Share of Commuting by Metropolitan Region
(Workers 16 Years and Over)



Source: U.S. Census Bureau, 1980, 1990, 2000 Census and 2005 American Community Survey

Figure 93

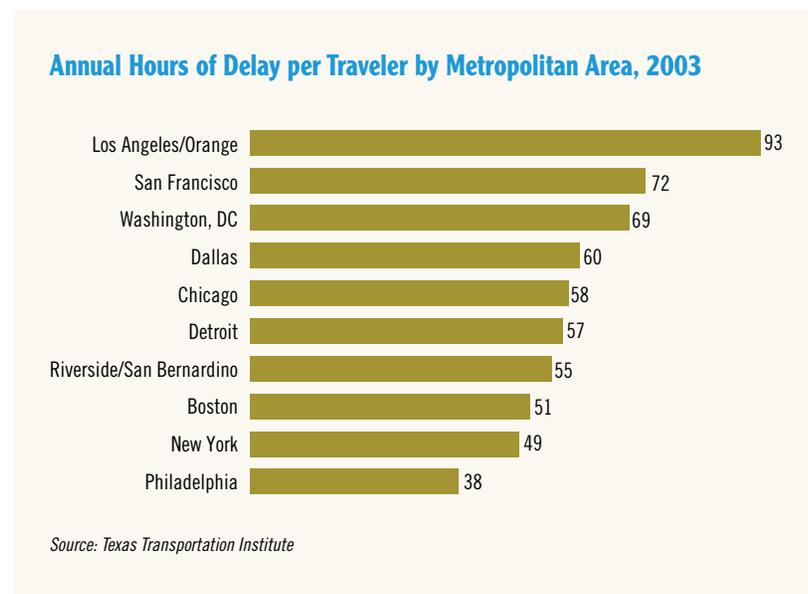
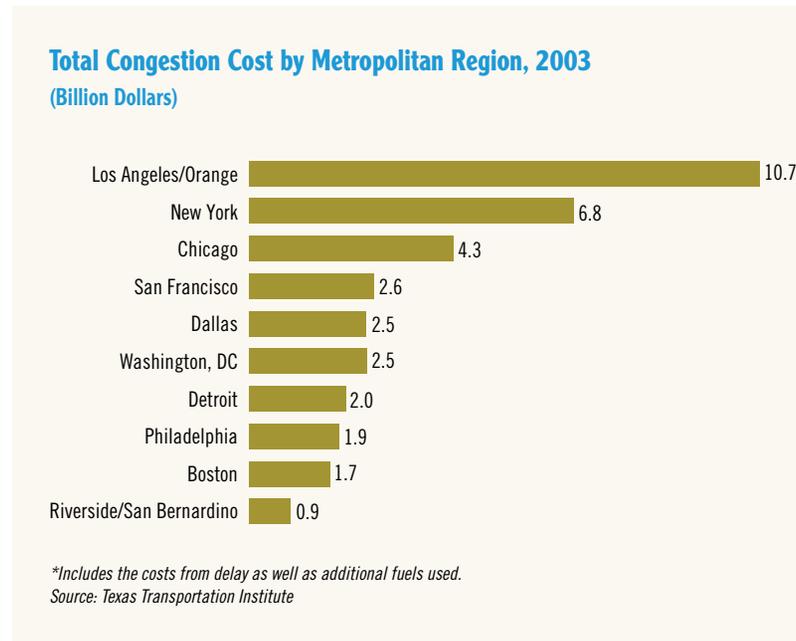
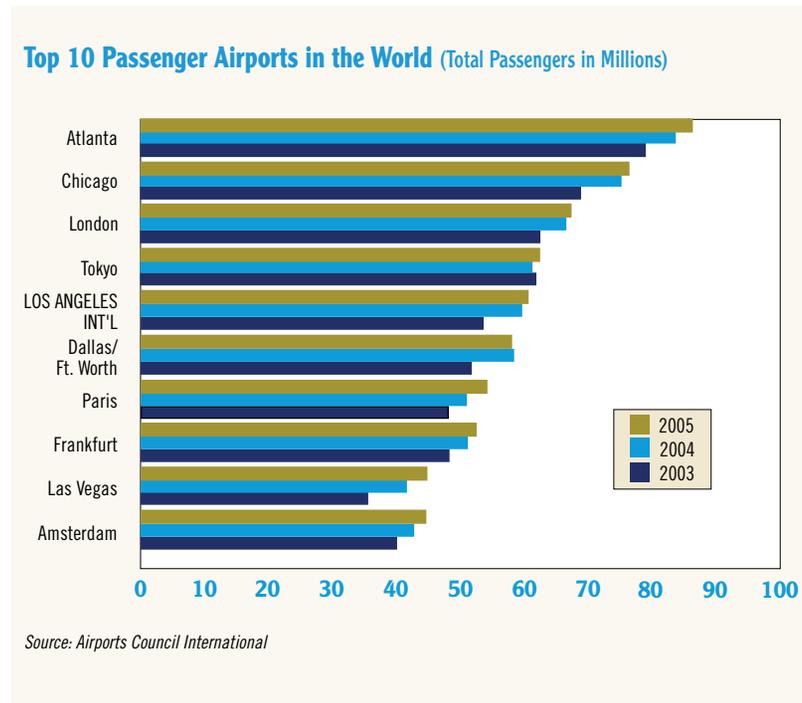


Figure 94



In 2003, total cost incurred due to congestion in the SCAG region was more than \$12 billion, significantly higher than any other metropolitan area in the nation.⁴

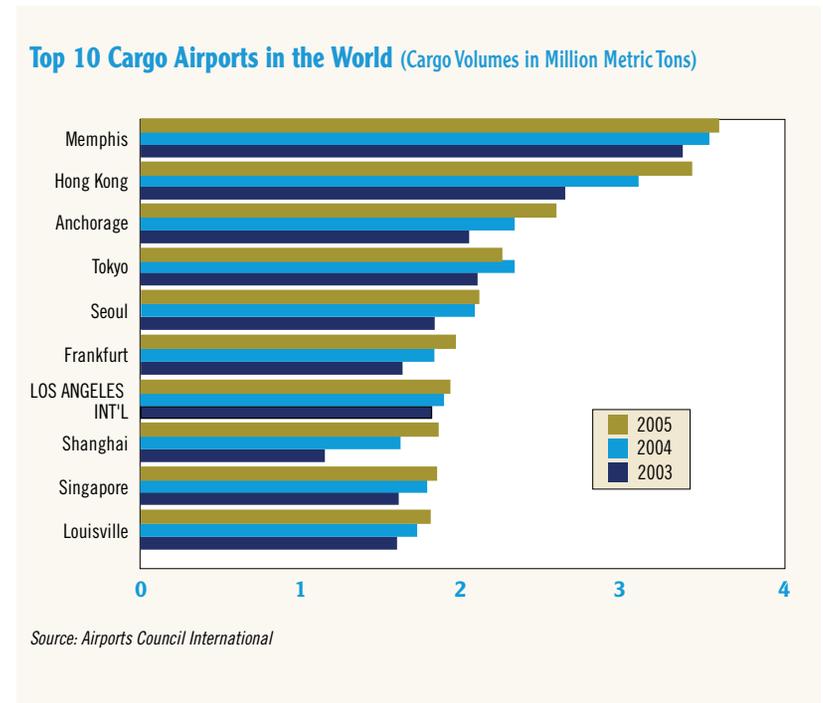
Figure 95



Airports

In 2005, among the ten largest airports in the world, LAX ranked 5th in passenger traffic behind Atlanta, Chicago, London and Tokyo.

Figure 96



LAX was the 7th largest cargo airport in 2005. In 2000, LAX ranked 3rd and has since been overtaken by Tokyo, Anchorage, Seoul and Frankfurt in total cargo volume.